

MAUMEE EXPRESS.

SATURDAY, OCTOBER 28, 1837.

TOLEDO AROUND.—We are sorry to observe, that our friends at the town below, are not entirely free from the trouble incident to the occasional grounding of a steamboat in the river near that place. Well, we are in a disposition to condole with them in the matter, for we are aware that, in times of low water, instances of the same kind have occurred even in the clearer and better defined channel above. We saw the steamboat Michigan aground on Monday last, in the river below Toledo, and on her way to that place, for the greater part of a day, and we are witnesses to the fact, that she was obliged to unlade a considerable part of her cargo, before she could be got off. Now we agree with the people of Toledo, that the water was very low on that day, and as an evidence of the fact, we would barely mention, that during twenty-four hours, a large part of which time the Michigan was aground as aforesaid, three large boats came up to the foot of the rapids and visited Maumee City, and went away again, without accident or detention, although two of them came or left in the night. Now as this is a state of facts, to which our own eyes bore witness, we have no fears of contradiction, and if it does not tell a tale which it would be folly to misunderstand, we should like to know what amount of evidence is necessary to prove, that the steamboat navigation above, is no more liable to accident than that below.

THE MAN OF MICHIGAN.—One would almost be led to believe, from the manner in which Stevens T. Mason is spoken of by the Democratic papers in Michigan, that he is the only real man in that State. He is exhibited as the incarnation of Democratic principles, the champion of the rights of the State, and the originator of every measure of policy which has proved of any value, for a long course of years. The acts of the Legislature are trumpeted as the achievements of Governor Mason. Congress, if we are to believe the frothy puffs of the electioneering editors, is under the control of Governor Mason. His single arm drags forward their lengthened rail roads over the hills, and through the valleys of Michigan; his capacious hand digs her canals, and excavates her harbors; his ruling mind plans her system of public instruction, and revises her statute laws. The following, from the Detroit Weekly Post, is enough to sicken any man with the fulsome incense which is poured upon the head of one man, who has nothing to recommend him, over thousands of citizens of Michigan, every way as talented and respectable as himself. It is an open insult upon her enlightened legislature, and a wanton attack upon her character as a state.

WHAT HAS STEVENS T. MASON DONE FOR MICHIGAN.

1. He has secured our recognition as a state in the Union.
2. He has secured to Michigan its proportion of the surplus revenue.
3. He has established the most perfect system of public instruction in the world.
4. He has pressed onward plans of internal improvement with a rapidity and success which have astonished the other states in the Union—plans which are fast elevating Michigan to a high and glorious eminence.
5. He has induced the Legislature to direct a Geological Survey of the State, which has thus early resulted in the discovery of immense beds of wealth—which, but for this measure of the Executive, might have been dormant for many years.
6. He has succeeded in obtaining a complete revision of our laws.
7. In accordance with his earnest recommendation, the Legislature has instructed the revisors of the laws to report a bill abolishing that "relic of barbarism," imprisonment for debt.

STEAM BOAT RUNNERS.—The manner in which this ingenious portion of the community learn to profit by the whims and caprices of all sorts of people, is sometimes excessively amusing, and often evinces a high degree of acuteness and ready wit. "Are you going west, madam?" said a Buffalo runner, to an old lady who had just landed from a line boat on the canal. "La! yes, how cum you to think so." "Oh," said the runner, "I know when people are going west, they have a sort of a western look about them, I am not to be deceived." Having excited the attention of the old personage, he proceeded to urge her to take the steamboat Ohio, then, as he said, just going out, and which would carry her just where she wanted to go. "No," the old lady did not like steamboats, she was afraid, they sometimes bursted their boilers and blowed up and killed every body. "Very true," said the runner, "but then you know, that when a steamboat blows up, there must be hot water on board, now the Ohio never has any hot water, she only warms her water a very little, and makes a very small fire at a time." This arrangement seemed to suit the old lady, and she concluded to travel by the Ohio, perfectly satisfied that her life was safe where they were so careful about warming their water.

THE ELECTIONS.—In Connecticut, at the recent local elections, the Van Buren party has been severely beaten in many of the towns, where for several years it has been in the majority. This is looked upon as a triumph. It may be so, but triumphs in Connecticut should be always distrusted, not that there is not a whig majority in the state, for we believe there always has been, but because success invariably induces apathy, and apathy, defeat. The people in that small state, which is so unrecapitable of great works

of internal improvement, feel but little the effects of State Legislation, and never turn out to the general elections, in which they feel but little interest, as they do to the local meetings where all are more or less interested.

PENNSYLVANIA.—The latest returns from Pennsylvania show a large Whig increase, but full reports have not been had.

The steamboat Cleveland has commenced her trips between Buffalo and the former place. She is probably the most splendid and costly boat upon the western waters. She is intended to be very swift, and the opinions of judges are in her favor. Her dimensions are as follows: Length of deck 186 feet; breadth of beam 29 feet; depth of hold 11 1/2 feet; burthen 575 tons. Her engine is low pressure, and was built at the West Point foundry, with a 50 inch cylinder, 10 feet stroke, and double valves, like those of the Rochester on the Hudson river. Her wheels are 24 feet in diameter, and the average revolutions of the engine are intended to equal 26 per minute. She was built by Capt. Church of Huron, and cost \$100,000, and is to be commanded by Capt. Asa E. Hart, formerly of the United States, a gentleman, and a good commander.

A chap lately doffed his fur cap in a Justice Court in Toledo, and stood up to take his corporal oath before the presiding functionary; an officer who stood by having in his hands an execution against the witness, suddenly nabbed the cap and bore it off in triumph, leaving the poor fellow without a cover to his "dome of thought, and palace of the soul." Another unfortunate, having left his hat and cloak in the passage, betook himself quietly to his dinner in one of the hotels. A Cerebus of the Law, copying the movements, bagged them by virtue &c., and to show his authority, posted up a notice of, "Taken and will be sold on &c." Hard times these!

LOSING THE SCREWS.—In consequence of the sudden death of Judge Baldwin, and the absence of Judge Jerome of this county, a quorum of Judges could not be had, and the business of this term is postponed to the next. This will prevent the rendition of a large number of judgments which would otherwise have been obtained, give debtors an additional six months wherein to arrange their matters, and prevent a large number of liens upon real estate, which would have taken place.

The steamboat Michigan has laid up for the season. The reason assigned, is, that she needs considerable repairs.

A new locomotive has been put in operation upon the Toledo and Adrian rail road. It is from the same manufactory of the one heretofore used, and somewhat heavier. Report speaks well of its performances.

The term of the court of common pleas of Wood county, Judge Higgins presiding closed its session on Saturday last.

The Dredging Machine, constructed for the Manhattan (Ohio) Company, has been in operation for some time. Its performance is said to be highly satisfactory.

ABSQUATTLEATE.—After many and profound researches into the science of orthography, we have obtained an inkling of the true definition of this purely accidental word. Every body knows the meaning of the phrase "to squat," as used in the West, it means to settle upon a piece of land to which the squatter has no legal title. Absquattleate then is the abandonment of the possession of the squatter, or in other words, it is the act of anti-squattification.

Wrong end foremost.—The Editor of the Picaune has the following remarks on commerce which we think are a little out of order. Reverse his arrangement, and place the *farmer* first, then the *mechanic*, and after that we go the whole figure for *Commerce*:

We had rather be the advocates of commerce than any other branch of enterprise. We like the farmer, we love the mechanic arts, but commerce is the thing after all. Nothing can equal the riches brought home by the sailors. The sailors and commerce forever! *N.Y. Daily News.*

Agriculture, Commerce, and the Mechanic arts, are all partners in the same great concern of National prosperity: Destroy the one, and you cripple the other; encourage the one, and its impulse is felt through the whole. Discourage commerce and the two other branches are reduced to the mere providers of the simple necessities of life; encourage it, and it becomes one of the first accessions to our country's greatness.

SCHOOL. At a meeting of the householders in Maumee City on Saturday evening last, a resolution was unanimously adopted, to raise by tax the sum of three hundred dollars, to be appropriated to the purpose of enlarging the school house, and employing an additional teacher.

A COMPLIMENT. The person left in charge of the Miami of the Lake, a week or two since apologizes for the usual want of variety in that paper, by stating that the editor is absent for a week.

A Michigan paper relates the following anecdote as an illustration of the "Indian Character."—A chief on his return from the payment, called at one of the taverns and partook of a splendid dinner, asking and obtaining almost every luxury in the city. After he had finished, he stepped to the bar, paid his bill, and gave the landlord twenty five cents, for which he said he wanted some pieces of meat and bread. These he carried to the door, and distributed among his wife and six children, who took them with remarkable complacency.

True Glorification principles: roast turkey for the Chief, broken wittals for the subordinates.

THE SUB-TREASURY SCHEME.—The bill creating Sub Treasuries has been laid upon the table in the House by a vote of 120 to 107. A motion for the reconsideration of the vote was lost. 119 to 106. Thus so far as the extra session is concerned, the matter has received its quietus.

The Detroit Morning Post, says that "Governor Mason is wanted to carry out the plan of common education which he has commenced."

He would probably best do this, by taking the second of a course of lectures once commenced for his own especial benefit by a lady in Monroe.

The Plaindealer, the organ of the Loco-focos in the city of New York has been discontinued for the want of patronage. This is characteristic of the party whose principles it was pledged to support. What have they to do with information who are striving to abrogate the laws, abolish the precedents, and extinguish the experience of centuries of civilization, Jack Cade hung up the schoolmaster with his inkhorn about his neck.

Robert B. Parkman has disposed of his interest in the Ashtabula Sentinel to Mr. Fassett his partner.

LEGISLATION FORESTALLED. Previous to the introduction into the House, of the Bill authorising the issuing of Treasury notes, a New York engraver went to Washington to get the job of engraving the plates for the bills. Upon his application to Mr. Woodbury he was informed, that the notes were already engraved in New York.

POST OFFICE.—A post office has lately been established in Pauldingville, Paulding County. R. V. Sparried, Esq. Post Master.

Another at Otsego, Lucas County Ohio, Samuel Russell, Esq. Post Master.

The Painesville Republican is in trouble because the Presbyterian ticket has succeeded in the county. He probably means the Whig ticket, though we were not aware that Whigs and Presbyterians were synonymous.

Notwithstanding the hardness of the times, we noticed a day or two since, quite a number of dwellings going up in various parts of our town.

CONGRESS.—Is spending its last cent to buy a pocket-book to keep its money in.

THE ARMY. Is cracking a flea with a hydraulic press.

THANKSGIVING.—The Governor of Massachusetts, and Maine, have appointed Thursday November 30th, as Thanksgiving day. Go it! Gentlemen, there are plenty of pumpkins this year.

The Fairport and Painesville railroad is completed, and in operation.

NEW JERSEY. This State has elected a Whig Majority of 25 upon joint ballot, in the Legislature.

MELANCHOLY SHIPWRECK. The Steam Packet Home, Captain White, from New York to Charleston, sprung a leak, in a storm, Monday the 9th inst. off cape Hatteras, and was run ashore in order to save the lives of those on board, but dreadful to relate, out of ninety passengers, seventy perished, and of a crew of forty five twenty five were lost, making a total loss of ninety five lives.

The New York Times has been discontinued.

OHIO ELECTION. The Whigs will have a clear majority in both branches of the Legislature, and a majority not less than fourteen on joint ballot. Thus have the people of Ohio requested Senators Allen and Morris to resign their seats in the Senate of the United States. Will these "dear friends of the people" obey?

We annex a full list of the Members believed to be nearly correct. Some few names may be wrong, but we think there is no error in the political character assigned each district. The result in the Senatorial district composed of Lucas Wood &c., is still somewhat doubtful, though to give the Vans all the strength they can claim, we throw it into the scale for them. This gives the Whigs 11 Senators, the Vans 7. The Senators elected last year were 9 Whigs 9 Vans. The next Senate will therefore stand 20 Whigs 16 Vans. Whig majority 4.

In the House, the Whigs have 41 Members—the Vans 31. Whig majority 10. The name of the Member elect in Putnam Paulding, &c. we have not learned, nor is it entirely certain a Vanite is chosen. But as the Van side of the scale "kicks the beam" in any event we throw that district in.

We cannot be out of the way with our majorities even on a Van Buren count. Taking the tables in the Columbus Statesman of the 17th as data, the Senate stands 11 Whigs 9 Vans; and the House 40 Whigs, 31 Van Buren. One Senator and one Representative to hear from in Wood, Lucas, &c. district. The Haron Reflector of the 17th puts down the Whig Representative elected in that district and we give the Vans the Senator in our list.

A word on the result so far as we are able to judge, unusual apathy and indifference has been manifested by both political parties in Ohio during the canvass, and we presume the aggregate number of votes polled, falls very far short of the number given at the Governor's election 1836. These remarks apply particularly to the southern and central portions of the State, where old party lines seem to have been much broken up, and local matters to have given the Vanites success in districts they scarcely dreamed of carrying. Similar causes have no doubt operated favorably for the Whigs in some instances. On the Reserve the contest was rather more animated, though the aggregate vote was considerably less than it was last year. No mistake in the Reserve—no mistake in the democracy of numbers in Ohio. On the whole we are satisfied with the result. If our Van Buren friends are not, they have the consolation of their old idol—"Those who trade on borrowed capital ought to break!" Whigs marked with a *: Vanites with a †.

SENATORS ELECTED.
Belmont—Thomas Shannon. †
Cuyahoga—Simeon Fuller.*
Franklin and Pickaway—John L. Green.*
Hamilton—William Oliver.*
Jefferson—Samuel Stokely.*
Geauga and Ashtabula—B. F. Wade.*
Richland—W. W. McLarghlin.†
Muskingham—Samuel J. Cox.*
Perry Morgan and Washington—William Hawkins.†
Highland, and Clinton—Isaiah Morris.*
Clark Logan and Champaign—John H. James.*
Ross, Pike, and Jackson—J. J. Vanmeter.*
Guernsey and Monroe—T. J. Taylor.†
Scioto, Adams, and Brown—C. White.*
Clermont—Douty Utter.†
Carroll, and Columbia—J. Thompson.†
Athens Meigs, and Gallia—Vinton.*
Lucas, Wood, and Henry—C. Bates.†
REPRESENTATIVES ELECTED.
Ashtabula—O. H. Fitch.* M Leonard.*
Belmont—I. W. Green.† E. Gaston.†
Butler—W. B. Van Hook.† J. Mathias.†
Brown, Adams, and Scioto; N. Barrier.* Wm. Kendall.*
Cuyahoga; John A. Foot.* L. Johnson.*
Champaign; E. L. Morgan.*
Carroll; Wm. Johnson.*
Clark; Charles Anthony.*
Coshocton; James Mathews.†
Clermont; T. J. Buchanan.†
Columbia; J. Roller.† T. Cannon.†
George Smith.†
Clinton and Highland; George Collins.*
Coshocton and Holmes; F. W. Thornhill.†
Deleware; Elijah Carney.*
Franklin; Alfred Kelly.* Rob't Neil.*
Fairfield and Hocking; W. Medill.†
John Graybill.†
Fayette and Madison; B. Harrison.*
Guernsey; Isaac Parish.†
Green; Isaac Perkins.*
Geauga; Seabury Ford.* T. Richmond.*
Harrison; John Gruber.†
Hamilton; J. Given.* A. F. Carpenter.† J. J. Farren.†
Huron; Philo Clark.*
Holmes—Hosland.†
Jefferson; S. McNary.†
Knox; Marvin Tracy.†
Lorain; E. W. Hubbard.†
Logan; James Crew.†
Licking; John Stewart.† I. Smucker.†
Lucas, Wood &c. G. W. Crawford.*
Medina; John Godding.*
Monroe; Peter Witten.†
Morgan; Ezra McKee.†
Miami, Dark and Mercer; Hiram Bell.*
Montgomery; R. A. Thruston.*
Muskingham; D. Chambers.* J. McKune.*

Pickaway; Wm. B. Thrall.*
Perry; W. Trevitt.†
Portage; S. Day.* Wm. Wetmore.*
Preble; John Quinn.*
Ross, Pike, and Jackson; Daniel Ott.*
J. Hughes.*
Richland; Robert Lee, Jr.†
Seneca and Sandusky; Sam. Treat.*
Stark; M. Johnson.† J. Hostetter.†
Trumbull; Tracy Bronson.* J. C. Woodruff.*
Tuscarawas; Geo. N. Allen.*
Warren; A. H. Dunlevy.*
Washington; Wm. Curtis.*
Wayne; Wm. Peppard.†
Meigs and Athens; D. Jones.*
Lawrence and Gallia; J. Clark.*
Union, Marion and Crawford; O. Curry.* S. Fowler.†
Putnam, Paulding, &c.—†

Correspondence of the Journal of Commerce.

WASHINGTON, Oct. 11.

The speech of Mr. Hoffman, this morning, fully met, and indeed much surpassed the high expectations formed here of his powers as an orator. He was not expected to speak to day, and indeed it has been rumored that Mr. Cushing was to reply to the speech of Mr. Pickens. Mr. Hoffman, therefore, took the House by surprise when he rose, and throughout his brilliant speech he enchaind the attention and admiration of every individual present. So far as his remarks were in reply to the remarkable assault made by Mr. Pickens, upon the institutions and pursuits of the Northern commercial States, and his disparagement of the Northern laboring class, they were very forcible and eloquent, though he treated Mr. Pickens personally in the kindest and most courteous manner.

He confessed, however, that he had listened to Mr. P's remarks with much surprise, and said he was glad that he had not an opportunity to reply to him, under the excitement which they produced in his mind. The portion of the speech directed against the bill was very strong and argumentative, and was founded upon a very statesmanlike and philosophical view of the character and operation of our institutions. The illustrations to which he resorted were, in every instance, peculiarly striking and classical. His voice is remarkably well adapted to the Hall, and is adequate to fill it entirely.

P. S. The House has just adjourned, leaving the subject matter before the committee, just where they found it—and where they will choose to keep it. No question was taken on the sub-Treasury Bill, and none will be taken at an early date. Mr. Garland, of Virginia, called commonly in his state, "Wolf Tim," from his peculiar style of speaking, made a strong and good speech against the sub-Treasury bill. But the House would not adjourn at this early hour, (half past seven) if there was any chance of cramming the bill down their capacious throats. It is a thing they cannot go—nullifiers as some of them are,—and workmen men as they pretend to be, and ought to be.

Mr. Pickens calls lustily upon the northern white slaves to come out in "insurrection"—for that is his term—against their northern money-getting, and money-keeping masters. It remains to be seen how the "northern white slaves," i. e. every free white man in the northern states, will stand this sort of loco-focoism. What!—we free laborers of the north,—the men who send our representatives to Congress,—the men who fought our battles—the men who constitute the bone and sinew of our country,—are they to be stigmatised by Mr. Calhoun and Mr. Pickens as slaves? They are slaves, abject and miserable slaves, if they can stand this or any thing like it. But they must take this along with them, that few of the southern men,—so far as we know, advocate such doctrines. Many of the most influential and worthy men of the South, deprecate this course of conduct, which courts a collision with the North. You know that the best and wisest men in New York and New England have, for some years, exerted all their influence in putting down abolitionism, and loco-focoism, as connected with it. But how can they,—how can you,—how can I, stand the application which Mr. Calhoun and Mr. Pickens, as the leaders of the new party, in the south and the north, in the Senate and the House, have undertaken to make their principles? I will not argue the question with these men as to the preference to be given to "free labor" over their fancied interests in slave y. I regret that they have brought such an issue to this Congress for trial. They look to the Texian question. I was for one, prepared to admit Texas upon the broad ground of benefit to the human race. In spreading our free principles through the vast regions of Western America. I am not yet prepared to surrender that long cherished design; but I do not wish to be prosecuted under the lead of such miserable and slavish principles as have been declared in Congress, by Mr. Calhoun and Mr. Pickens.

STATISTICS OF FREE COLORED PERSONS.—The number of colored persons at Philadelphia, is estimated at 25,000. They have 15 churches, 34 clergymen of different sects, 21 schools, 27 Sunday schools with 125 teachers, 64 benevolent societies, 4 temperance societies, &c.

THE GREAT STEAMER.
We copy, says the New York Commercial Advertiser, from a London paper the annexed more detailed description than we have before published, of the great steam ship now in progress of construction by the British and American Steam Navigation Company of London. For the sake of comparison, we give also the corresponding dimensions of the line-of-battle ship Pennsylvania. It will be seen that the latter is surpassed in length by the steam-ship, but exceeds her in breadth, depth and tonnage.
BRITISH AND AMERICAN STEAM NAVIGATION COMPANY.—The extraordinary ship now building at the dock yard of Messrs. Curling & Young, of Limehouse for the enterprising company, forms one of those *chief d'œuvres* that no country but one like our own could achieve; for its beauty of architecture, and immensity of size, the steam-ship Victoria is altogether unparalleled. The following is a correct detail of her dimensions:
Length between perpendiculars, 237 feet
On range of upper deck, 246
Length from figure head to
taft rail, 40
Breadth from planking to
planking, 40
do. to outside of paddle cas-
ses, 64
Depth from the floor tim-
bers, to the upper deck, 28
The estimated tonnage falls very little short of 2,000 tons!
It is believed that this is the largest ship ever constructed for the purpose of navigating the ocean, with the exception of Columbus, Baron Renfrew, and Noah's Ark, and these can only be considered as mere timber rafts.
The Victoria's timbers are of solid English oak, the principal planking of the African oak, and that of stem and stern of Danzig fir, which has been preferred on account of its lightness. The top sides are of Havana cedar. Her ribs are strongly knit together with massive diagonal trussings of iron, and every means appear to have been devised to prevent her straining in any sea. Much of her planking is clogged to the timbers, and various other modes of security adopted, which the advanced progress of the hull now renders invisible. The fastenings are of copper, and the workmanship of this "Leviathan of the deep" is universally admired. She is to be propelled by two engines of 500 horse power, and is expected to make the passage from England to New York in the short space of fourteen days!—With regard to her fittings-up for passengers she will evidently float unrivalled, there being full six feet between decks; and the cabins are to be fitted up with all that minuteness of style and elegance that modern experience and taste can avail itself of. This noble triumph of nautical architecture, is intended to maintain an average speed, in all weathers, of 200 miles per day. The distance from Portsmouth or Liverpool to New York is about 3000 nautic miles; hence, if she only averages 150 miles per day, the passage will not exceed 20 days—176 miles per day will give a passage of 17 days—200 miles per day, 15 days—and 215 miles per day will bring her to her destination in a fortnight! The average passage of the present packet ships, exceeds 20 days, or nearly a month.
But probably the following statistical fact will supply the bestidea of this extraordinary vessel.
After deducting her engine room, she will have ample accommodations for 500 passengers. 25 days fuel, 800 tons measurement goods, exclusive of luggage, provisions and stores. The enterprising spirit evinced may be readily gathered from the following estimated expenses of the voyage out and home again. They are as follows:
Wages, provisions, and stores for crew, \$666 0 0
Coal out and home, 1,140 0 0
Port charges, &c. 1,378 0 0
Insurance, interest, &c. 2,000 0 0
£5,184 0 0
It is expected that the launch will take place about the middle of November, and that she will be ready for sea very shortly after. Let us indulge in the hope that from the name she bears, her name on the ocean will be prosperous; for we repeat, as a model of naval architecture, and of commercial enterprise, the Victoria steam ship will have no equal.
Dimensions of the Pennsylvania.
Length between the perpendiculars, 210 ft 00 in.
Length of spar deck, 229 00
From fig. head to taft rail, 249 00
Extreme breadth, 58 00
Height of spar deck, ports ill, 11
Tonnage, 3000 tons.
Burden's new boat, the Diamond is 260 feet long.
FLOUR.—It is estimated that the people of the United States require for their sustenance 18,000,000 barrels of flour annually. On the ratio used by the United States army, it would be 24,000,000, but this is too large for the whole population, and probably 13,000,000 is a near approximation to the actual consumption. As there was planted in the United States about eight millions of acres of land in wheat, intelligent men estimate the